

IN THE SPECIFICATION:

Please replace the last paragraph on page 7, lines 20-22 through page 8, lines 1-11 with the following amended paragraph:

- - The compactor is operated with a three position valve. When the valve is moved from the first (off) position to the second (compact) position, the upper outlet of the compacting chamber is coupled to the interior of the plunger of the modified bilge drain valve. At altitude, this causes the air inside the compacting chamber to exit the chamber to the outside atmosphere. ~~Due to~~ Due to the pressure differential between atmospheric pressure and cabin pressure, the compactor crusher plate is moved against the springs and compacts the trash in the bag in the compacting chamber against the opposite wall of the compactor cabinet. When the valve is moved back to the off position the upper outlet is coupled to cabin pressure, the springs pull the plate back and the compacted trash falls to the bottom of the bag. When the valve is moved to the third (drain) position, the bottom of the compacting chamber is coupled to the aircraft grey water system and the liquid at the bottom of the chamber is drained from the compactor. - -

Please replace the last paragraph on page 17, lines 21-22 through page 18, lines 1-2 with the following amended paragraph:

- - Since the differential pressure has dropped to zero the force keeping the door sealed becomes zero and the compactor door can be opened ~~open~~, the entire process can be repeated as many times as necessary to fill the trash bag with compacted, dry trash. - -

Please replace the last paragraph on page 14, lines 18 - 21 with the following amended paragraph:

- - Referring now to Fig. 20, the compactor 100 of the invention is illustrated containing a trash filled bag 10 in the compartment 102 ~~104~~ and a schematic illustration of valve assembly 126 coupled to the ports 122, 124, the modified bilge valve 200 and the grey water drain mast 4. - -

Please replace the first paragraph on page 15, lines 1-18 with the following amended paragraph:

- - The valve assembly 126 has three positions. In the first "off" position, the upper port 122 is coupled to ambient cabin pressure and the lower port 124 is closed. When the valve is moved from the first (off) position to the second (compact) position, the upper port 122 of the compacting chamber is coupled to the elbow 214 of the modified bilge valve 200. At altitude, this causes the air inside the compacting chamber ~~104~~ 102 to exit the chamber to the outside atmosphere. Due to the pressure differential between atmospheric pressure and cabin pressure, the crusher plate 106

is moved against the springs 116, 118 and compacts the trash in the bag 10 in the compacting chamber. As this is happening, liquid trash will accumulate in the bottom of the chamber ~~104~~ 102. The position of the port 122 above the bottom of the chamber ~~104~~ 102 assures that no liquid trash is allowed to exit through the bilge valve. When the valve assembly is moved back to the off position the upper port 122 is coupled to cabin pressure, the springs pull the crusher plate back and the compacted trash falls to the bottom of the bag 10. When the valve assembly is moved to the third (drain) position, the bottom of the compacting chamber ~~104~~ 102 is coupled via the lower port 124 to the aircraft grey water system 4 and the liquid at the bottom of the chamber is drained from the compactor.- -

Please replace the last paragraph on page 15, lines 19-22 through page 16, lines 1-2 with the following amended paragraph:

- - Those skilled in the art will appreciate that in order for the compactor to function properly, the door 112 must seal the chamber ~~104~~ 102 from cabin pressure. This is effected by the gasket 134 shown in Figure 17. The nature of the gasket 134 is such that if any article of clothing or even the hair of the operator is between the door and the gasket, a proper seal will not be made and the compactor will not operate. - -